

No Man is Stronger Than His Stomach

A strong man is strong all over. No man can be strong who is suffering from weak stomach with its consequent indigestion, or from some other disease of the stomach and its associated organs, which impairs digestion and nutrition. For when the stomach is weak or diseased there is a loss of the nutrition contained in food, which is the source of all physical strength. When a man "doesn't feel just right," when he doesn't sleep well, has an uncomfortable feeling in the stomach after eating, is languid, nervous, irritable and despondent, he is losing the nutrition needed to make strength.

Such a man should use Dr. Pierce's Golden Medical Discovery. It cures diseases of the stomach and other organs of digestion and nutrition. It enriches the blood, invigorates the liver, strengthens the kidneys, nourishes the nerves, and so GIVES HEALTH AND STRENGTH TO THE WHOLE BODY.

You can't afford to accept a secret nostrum as a substitute for this non-alcoholic medicine of known composition, not even though the urgent dealer may thereby make a little bigger profit. Ingredients printed on wrapper.



COLT DISTEMPER

Can be handled very easily. The sick are cured, and all others in same stable, no matter how "exposed," kept from having the disease by using SPORN'S LIQUID DISTEMPER COIT. Give on the tongue or in feed. Acts on the blood and expels germs of all forms of distemper. Best remedy ever known for horses in feed. One bottle guaranteed to cure one case, 50c and \$1 a bottle; 25 and 50¢ dozen. Of druggists and harness dealers, or sent express paid by manufacturers. Cut shows how to poisonize throat. Our bottle gives everything. Local agents wanted. Largest selling horse remedy in existence—over 20 years.

SPORN MEDICAL CO., Chemists and Bacteriologists, Goshen, Ind., U. S. A.

PILES

"I have suffered with piles for thirty-six years. One year ago last April I began taking Cascarets for constipation. In the course of a week I noticed the piles began to disappear and at the end of six weeks they did not trouble me at all. Cascarets have done wonders for me. I am entirely cured and feel like a new man." George Kryder, Napoleon, O.

Pleasant, Palatable, Potent, Taste Good, Do Good. Never Sickens, Weakens or Grips. 10c, 25c, 50c. Never sold in bulk. The genuine tablet stamped C. C. C. Guaranteed to cure or your money back.

You Need a Tonic

if you feel languid and depressed all the time. The best thing to help nature build up the system is

DR. D. JAYNE'S TONIC VERMIFUGE

This great tonic is not a false stimulant as many of the so-called "spring tonics." It is a natural strength-giver. For all run-down conditions of the health it is an invaluable remedy; imparts new life and vigor and builds up the entire system.

Sold by All Leading Druggists in two size bottles, 50c and 35c

Indicates Old Tragedy.

Fifteen skeletons lying together in such a position as to indicate hasty burial and three English coins bearing the date 1729, found with them during the excavating for the United States Medical School Hospital, in Washington City, near the banks of the Potomac, brings to light, it is believed, some Indian or biracial tragedy of early American days. As authentic history sheds no illuminating ray on the case, the finger of suspicion waves in its pointing looking first toward the red man, who stole silently along the wooded Potomac banks a century and a half ago, then to a mythical pirate crew which is believed to have made its rendezvous in the upper Potomac, and lastly to a mutiny-infested cave trading vessel. But the bones may remain forever as silent as when they were in their grave.

THE BEST REMEDY

For Women—Lydia E. Pinkham's Vegetable Compound

Noah, Ky.—"I was passing through the Change of Life and suffered from headaches, nervous prostration, and hemorrhages."

"Lydia E. Pinkham's Vegetable Compound made me well and strong, so that I can do all my housework, and attend to the store and post-office, and feel much younger than I really am."

"Lydia E. Pinkham's Vegetable Compound is the most successful remedy for all kinds of female troubles, and I feel that I can never praise it enough."—Mrs. LIZZIE HOLLAND, Noah, Ky.

The Change of Life is the most critical period of a woman's existence, and neglect of health at this time invites disease and pain.

Women everywhere should remember that there is no other remedy known to medicine that so successfully carries women through this trying period as Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs.

For 30 years it has been curing women from the worst forms of female ailments—Inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, and nervous prostration.

If you would like special advice about your case write a confidential letter to

FLY-TIME



—Cartoon by Triggs, in the New York Press.

THIS SIGHT OF SEVEN AIRSHIPS AT RHEIMS.

One swallow does not make a summer, but when seven big man-bats have been sighted at once circling over a single field—as at Rheims—it means that men have really begun to fly. It means unimaginable changes in the economies of life. It means the opening of a new era in mechanics, comparable to the era that began with the locomotive. People who take an extravagant pride in their understatements are busy telling us that nothing much has happened lately in the air. But in the face of the swift changes in the world of machinery during the last twenty years, such conservatism amounts to fatuous credulity.

THE AIR HAS BEEN CONQUERED.

That the Aeroplane has Passed the Experimental Stage Was Impressed Upon the Spectators During Aviation Week at Rheims as They Saw the Human Birds Preening Their Great Wings and Soaring Like Eagles.

Rheims, France.—The worldwide interest in the doings of the aviators at Rheims increased as each day saw some record broken, some new feat accomplished.

No one can read the story of the performances and retain any lingering doubt that the conquest of the air has been achieved and that it now only remains to further develop and perfect the aeroplane.

The popular impression that ascents were practicable only in very calm weather will be dispelled by the performances in a wind blowing twenty odd miles an hour and with strong eddies. M. Paulhan's flight of nearly nineteen miles, part of it at the great height of nearly 500 feet, and in the course of which he overtook and passed a railway train, gave the assemblage a magnificent spectacle, and it is not surprising to read of the boundless enthusiasm he excited.

In view of the high wind there might have been no racing but for a visit from the President of the Republic, accompanied by members of the Cabinet and distinguished officers of the French and British armies. That flights were successfully and safely made in the circumstances not only demonstrates the practicable stage that aviation has reached, but seems to prove also the superiority of the biplane in the matter of stability over the monoplane. At any rate the latter type of machine did not figure in the records.

The speed record made by Mr. Curtiss, the American aviator, was broken by M. Latham, who covered the six and one-fifth miles in eight minutes, four and two-fifths seconds, beating by twenty-seven seconds the time made by Mr. Curtiss.

There are two visitors at Rheims of whom little is heard, but who are among the most interested of spectators. They are the naval and military attaches from Paris, and it is safe to assume that they will obtain many "wrinkles" that will prove valuable in adapting the aeroplane to military use on sea and land. The "aviation week" at Rheims is a wonderful event, and will give a tremendous impetus to invention and experiment in the new-born but already practicable art of aerial navigation.

Experts are astonished to find how widely diffused is the interest in the art and sport of aviation and at the number of persons already proficient in it. Mr. Curtiss says:

"I never realized that there are so many good aviators. This meeting will help the aeronautic movement enormously by bringing to the attention of the public the progress that has been made in flying. Our object in coming here was to win the Coupe Internationale. We had no idea of doing any business, yet every day we have inquiries from persons anxious to buy our machines or to take up

agencies in Europe. This can be taken as an indication of the business activity likely to follow these races."

The example of M. Sommer, who is one of the substitute pilots in the contest for the International Cup, is suggestive. Six or seven weeks ago he first saw a flying machine. He bought it, and within a few days had made a world record for flight. It is not so many years ago that the automobile was no further developed than is the aeroplane to-day.

M. Lambert, who pilots a Wright machine, expressed his conviction that automobile speed tests will be replaced by those with the aeroplane. "Even at this stage," he said, "it is real racing, not merely demonstrations, that is taking place. The finishes are close and at times the aeroplanes can be seen struggling for supremacy in speed. I believe this meeting will do a large amount of good from a sporting standpoint."

That the aeroplane has passed the initial experimental stage is certainly impressed upon the tens of thousands of spectators who see the assemblage of human birds at Betheny preening their great wings and soaring like eagles. That the endurance contest of five laps around the great course—a total distance of more than thirty-one miles—is not difficult may be inferred from the flight of M. Paulhan, and Mr. Curtiss' fine performance in qualifying for one of the contests indicates that the struggle for the International Cup will set a new standard for speed.

"Aviation week" at Rheims must give a tremendous stimulus to the development of aeronautics all over the world.

TRUMP FOR AMERICANS.

Mr. David Lloyd-George Greatly Impressed by Wright Machine.

London.—Mr. David Lloyd-George, Chancellor of the Exchequer, returned from Rheims, where he went to witness the exhibition flight of aeroplanes. He declares that he was greatly impressed with the marvellous feats he had witnessed, and especially with the Wright aeroplanes.

"It was a great triumph for the Americans," said he. "The Wright machine was the most sure and dependable of all. M. Lefebvre seemed able to do anything with it. With the others there was always the half nervous apprehension that they might descend at any moment. I saw no reason why the Wright machine should not go sailing on forever. I felt rather ashamed that the English are so hopelessly behind."

"As to the use of the aeroplane in warfare, it appears too frail and flimsy to be taken seriously and I apprehend no danger of any airship invasion."

Experiments With Gas Give

Promise of Smokeless Warship. Washington, D. C.—As a result of investigations recently made in Wisconsin and Indiana, officials of the Navy Department are convinced that the time is not far distant when the American battleship fleet will be propelled through the water by means of gas engines. If the expectations of the experts are realized it will mean an increase in the fighting efficiency of the modern man-of-war and a great



JEWELRY.

Jewelry is supposedly worn for ornament, but much of it is kept in such a condition that it is anything but ornamental. There is no surer sign of carelessness than to wear pins, rings and chains so black and greasy that onlookers may be pardoned for questioning the personal cleanliness of the wearer.

There is no excuse for this dirtiness when soap and water are to be had. It is well to purchase a small box of jeweler's sawdust to expedite drying and polishing. A roughed chamol is also helpful.

It is particularly ill-advised for the girl who works to wear dirty jewelry. Indeed, she should wear as little as possible. A watch, cuff buttons and a simple brooch or pin at the neck is all that is permissible for good taste. These should be kept shining.

Remember that dirty jewelry is an offense against good taste that no well-bred girl will commit.—New Haven Register.

KNELL OF THE "FROU-FROU."

The time was when woman was under the despotism of the frilly and the starched. The time was when she delighted in the rustle of her silk and lingerie petticoats and when the latter must be stiff and uncompromising as a brand new college diploma. That was the good old period when woman's approach was as frank as that of a road engine and when the novelist delighted to speak of the frou-frou of his heroine's skirts on the stairs beyond which the expectant hero waited.

Nowadays, however, all this is changed. The entry of woman is heralded no longer by a noise akin to signboards in a fierce nor'easter. No longer is her parting injunction to

fore a mirror a way of holding up traffic that would be at once efficacious and dignified, as well as graceful. The combination is rare at present.—Pittsburg Dispatch.

HER CHARM.

There was a delightful school-mistress who used thus to impress on her scholars certain refined distinctions: "My dears, horses 'sweat,' young men 'perspire,' young ladies 'are all in a glow.'" In these outspoken days, when a spade is called at the very mildest a spade, the gentle euphemism is a matter for amusement, to be laughed at with affectionate patronage like an old-time gown out of grandmother's chest.

Young ladies have disappeared and girls get quite as warm as their brothers nowadays, and on the whole the change is vastly for the better, frankness being own sister to truth and mortal foe to affectation. Yet the further we go from the brocade days, the more inevitably we must recognize a price paid for our freedom, a certain stately charm gone out of life and human intercourse.

The formality of those times made barriers, and in barriers, after all, lies the half of romance. It is the face beneath the veil that we are most eager to see, the voice behind the wall that tempts us to most strenuous climbing. What could be prettier or more inaccessible than a young lady all in a glow?

Man is still at heart essentially old-fashioned, and the modern girl, rejoicing in her new equipment of frankness and courage and unconventionality, sometimes finds him strangely unresponsive. Theoretically he is thoroughly in sympathy with her, as a reasonable being needs must be, but for all that he dimly realizes that something is missing—a price

Our Cut-out Recipe.

Paste in Your Scrap-Book.

Rhubarb Tart.—Sift into the mixing-bowl a cupful of flour, a level teaspoonful of baking powder and a few grains of salt. Rub in with the fingertips half a cupful of lard and add a few tablespoonfuls of ice water. Mix it into a rather firm paste. Use almost all of it to line a deep pie-plate. Prepare sufficient rhubarb as for stewing, only instead of cutting it in one-inch pieces, cut it in quarter-inch pieces. Fill the lined pie-plate heaping and add a cupful of sugar. Roll the remainder of the paste very thin; cut it into narrow strips and lay them across the tart diamond shaped. Bake it about thirty minutes in an oven that will brown flour in four minutes.

the laundress "get everything good and stiff." The clinging dress of this latter day has interrupted the reign of the frou-frou and now skirts must not even murmur to the floor on which they fall. The stiff and sibilant petticoat has indeed gone and in its stead we have undergarments of supple silks and unobtrusive appearance, undergarments that are lithe and sinuous and serpentine.—Pittsburg Dispatch.

EMPRESS LOUISE HOOD.

The gossip in Paris says that women are absolutely given over to the Empress Louise hood for evening wear. It is fashioned after one worn by the Empress in her flight from Napoleon.

The new ones are trimmed with fur as well as satin ribbon and roses. They are made of chiffon, of lace and of mousseline. Mink, ermine and chinchilla, as well as black lynx, are used as a trimming around the crown.

The lining under the white sheer fabrics is in blue, red, pink and violet. The streamers are of tulle or chiffon more than of satin ribbon. These hoods are on a wire frame and protect the hair instead of disarranging it.

One of the richest is made of pale blue panne velvet, trimmed with bands of satin, with a frill of silver lace over pleated white chiffon around all edges and a tiny bank of ermine above it.

HOLDING UP TRAFFIC.

There should be a school to teach women how to thrust out their hands from motor cars to hold up traffic. Since this English fashion of stopping vehicles behind in crowded thoroughfares has been adopted here it is one of the usual sights in a string of motors or carriages, to see a woman's hand go out suddenly, and as inflexibly as that of a police officer when he holds up a line of traffic.

He, however, does it as one to the manner born, but the woman who can put her hand up in the same fashion and not have it look either wooden or silly is the exception. One dear little old white-haired lady whose big touring car on the avenue was in line thrust out a tiny hand with the fingers just as wide apart as she could spread them. It was grotesquely funny to see everything in the street back of her car come to a standstill because of those five little stiff fingers. Other women at such times let their hands flop limply, while still others regularly saw the air. Some

has been paid. The ostentatiously modest scoop bonnet, with its defensive ruffle behind and its lace curtain across the front, gave a piquancy that the unveiled intercourse of today can never attain.—New Haven Register.



PRETTY THINGS WEAR.

There is inevitably an increase in the width of skirts.

It is an unusual notion to combine heavy trimmings with sheer material. So far no bustle, but the dress-makers seem to be leading us along that road.

Black collars on white serge suits are not so often seen as earlier in the season.

The bottom of sleeves are much trimmed, while the upper parts are left plain.

Charming for women with fresh faces and fair skins are the new amethyst hats.

The unlined transparent coat is one of the most pronounced fads of the season.

Messaline silk in exquisite Dresden patterns makes charmingly dainty underskirts.

Frocks of silk, crepe and other unlined materials are weighted down by broadcloth facings.

Among the half-precious stones so much in vogue there is none more popular than the lapis lazuli.

Stockings of lisle with self-colored "clocks" are generally the most satisfactory for every day.

The apron front, the successor of the panel, is much employed, and is usually elaborately trimmed.

The fancy for trimming sleeve around and around at different part of the arm is a growing one.

Pearl buttons, triangular, oval and irregular, will be worn as trimmings on many wash dresses.

Softest sheer satins are used for underskirts with wool or silk frocks the tops being of silk stockinet.

Children wear socks of the brightest colors, and especially white ones, blocked off with colored stripes.

Stockings for wear with evening frocks and slippers are of finest material, beaded with jet, gold, silver or steel.

In order to look well it is necessary that the arrangement of the hair should harmonize with the style of the gown.

Prince Edward of Wales, the oldest son of the Crown Prince of Wales, has just entered the Royal Naval College at Dartmouth as a cadet, after having completed his training course at Osborne.